

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013886 **OFFICE** Design Policy & Support
Baldwin County
GDOT District 2 - Tennille
SR29BU/US441BU @ Fishing Creek
in Milledgeville - Bridge Replacement

DATE 7/16/2018

FROM 
for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Vacant, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Vacant, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Todd Price, Acting District Engineer/District Preconstruction Engineer
Jamie Lindsey, District Utilities Manager
Jeff Clayton, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement P.I. Number: 0013886
GDOT District: 2 County: Baldwin
Federal Route Number: 441 BU State Route Number: 29 BU
Project Number: _____ N/A

Replacement of the SR 29 BU/US441 BU bridge at Fishing Creek in Milledgeville, GA.

Submitted for approval:

Updated 5/2/2018 to address comments.

J. Michael Stoltzfus 01/04/2018
J. Michael Stoltzfus, P.E. - Lowe Engineers, LLC Date

Kimberly W. Tisdell 3/12/18
State Program Delivery Administrator Date

[Signature] 2/26/18
GDOT Project Manager Date

Recommendation for approval:

Eric Duff 3/20/2018
State Environmental Administrator Date

Christina Barry 3/27/2018
for State Traffic Engineer Date

Bill DuVall 4/24/2018
State Bridge Engineer Date

Todd Price 6/04/2018
District Preconstruction Engineer Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Cynthia VanDyke 3/20/2018
State Transportation Planning Administrator Date

Approval:

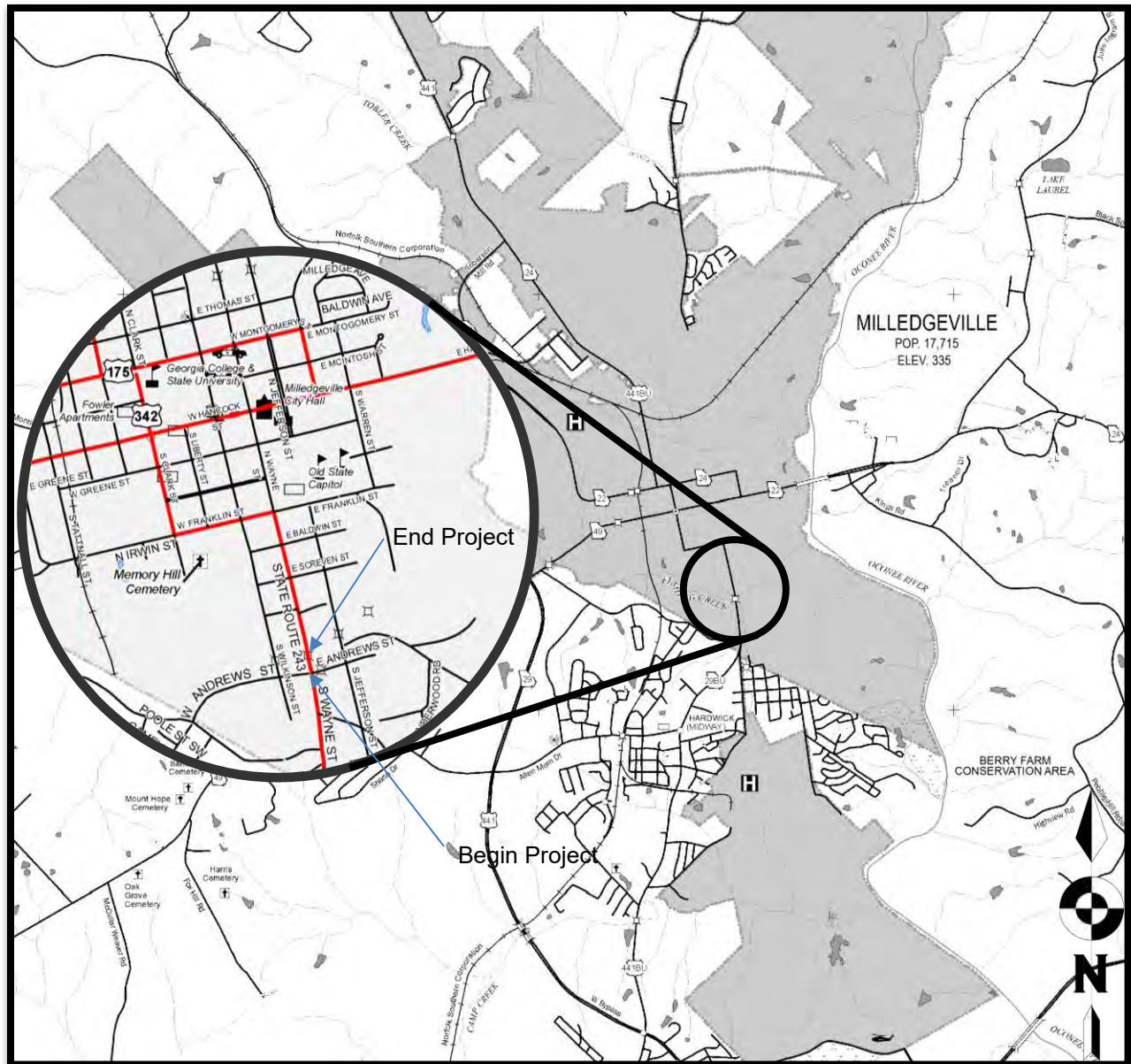
Concur: [Signature] 7/10/18
GDOT Director of Engineering Date

Approve: Margaret B. Pirelo 7/11/18
GDOT Chief Engineer Date

Additional Recommendations Received:
Erik Rohde, Office of Engineering Services - 5/10/2018
Kerry Gore, Office of Utilities - 3/14/2018

Comments Received:
Windy Bickers, Office of Financial Management - 3/20/2018
Jim Simpson, for Office of Design Policy - 3/20/2018

PROJECT LOCATION MAP



PLANNING & BACKGROUND DATA

Project Justification Statement: *Prepared by the Bridge Maintenance Unit*

The bridge on S. Wayne St./SR 29 BU/US 441 BU over Fishing Creek, Structure ID 009-0014-0, was built in 1949. This bridge consists of five (5) spans of continuous steel beams on concrete caps with concrete columns. A structural analysis of this bridge shows a lower than expected carrying capacity in the superstructure. The bridge was designed using an HS-20 vehicle, which is below current design standards. The overall condition of this bridge would be classified as satisfactory. The deck is in satisfactory condition with moderate abrasion and minor cracking. The superstructure is in good condition. The substructure is in satisfactory condition with minor problems noted. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the structural integrity of the bridge pertaining to the design vehicle, the structural analysis of the superstructure, and the unknown foundation in the substructure, replacement of this 68-year-old bridge is recommended.

Note: The SR 243 designation has been relocated from this route to another route in the area. SR 243 will be replaced in this document with S. Wayne St./SR 29 BU/US 441 BU with the exception of documents that have already been submitted or approved with the SR 243 nomenclature.

Existing conditions: Bridge structure 009-0014-0 is located on S. Wayne St./SR 29 BU/US 441 BU where it crosses Fishing Creek in Milledgeville, Baldwin County. Existing SR 29 BU in the vicinity of the project consists of four (4) lanes with urban shoulders. There is existing curb, gutter, and sidewalk along both sides of the bridge.

Other projects in the area:

PI# 0013735 – SR 22 @ Little Fishing Creek, 3.7 miles west of Milledgeville – Bridge Replacement

MPO: N/A - not in an MPO

TIP #: N/A

Congressional District(s): 10

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 4.1%
Current Year (2017): 8775 Open Year (2022): 9000 Design Year (2042): 9950
Traffic Projections Performed by: Lowe Engineers
Date approved by the GDOT Office of Planning: In Review

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☐None ☒Bicycle ☒Pedestrian ☐Transit

- Pedestrian Warrants #1 and #2 and Bicycle Warrant #3 are met

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes
Initial Pavement Type Selection Report Required? ☒No ☐Yes
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:

The proposed project would close the existing S. Wayne St./SR 29 BU/US 441 BU bridge over Fishing Creek and replace it, in place, with a new bridge while traffic is routed through an off-site detour. Due to backwater flooding from the Oconee River, which is approximately 4,500' downstream of the bridge location, the design to date has indicated a need to raise the bridge profile by as much as 10' to account for the abnormal flood from the river. Overall project length is about 3,000-feet.

Major Structures:

Structure ID	Existing	Proposed
009-0014-0	228 ft long bridge with 4 lanes (two in each direction); 55.9 ft total deck width; 44 ft total roadway width; with posted weight restrictions	260 ft long bridge with 4 lanes, two in each direction; 65'-5" total deck width 52' total roadway width. Sidewalk is proposed on each side of the bridge. A Type 2 Concrete Side Barrier is proposed on the west side and an MSE wall is proposed on the east side just south of Andrews Street.

Mainline Design Features: S. Wayne St./SR 29 BU/US 441 BU

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	4		4
- Lane Width(s)	10-11'	11-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Border Area Width	8'	≥10'	16'
- Outside Shoulder Slope		2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	4'	5'	5'-5.5'
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A		N/A
Posted Speed	40 mph		40 mph
Design Speed	40 mph		40 mph
Minimum Horizontal Curve Radius		533	1,500'
Maximum Superelevation Rate		4%	3%
Maximum Grade		6%	6%
Access Control	By permit	By permit	By permit
Design Vehicle	HS-20		HL-93/WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☐ No ☒ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:

None Anticipated

Design Variances to GDOT Standard Criteria anticipated:

None Anticipated

Lighting required: ☐ No ☒ Yes

Replacement lighting will be required if the utility poles that currently have lights mounted on them are relocated because of the project.

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections:

Andrews Street

SR 112 Alternate/Vinson Highway

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: Not Applicable

Utility Involvements:

Electricity	Georgia Power
Gas	Atlanta Gas Light Company
Cable/Telecom	Windstream
Water/Sewer	City of Milledgeville

SUE Required: ☐ No ☒ Yes

Public Interest Determination Policy and Procedure recommended? ☐ No ☒ Yes

Right-of-Way: Existing width: 180-200 ft. Proposed width: 180-200 ft.
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:	<u>18</u>
Displacements anticipated:	Businesses: <u>0</u>
	Residences: <u>0</u>
	Other: <u>0</u>
Total Displacements:	<u>0</u>

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	<input type="checkbox"/> PCE	<input checked="" type="checkbox"/> CE	<input type="checkbox"/> EA-FONSI
GEPA:	<input type="checkbox"/> Type A	<input type="checkbox"/> Type B	<input type="checkbox"/> None

County: Baldwin

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated:

Section 404 permit possible

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes
 Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information:

Early coordination activities and field surveys have yielded the following to date:
 Archaeological survey – the field survey has not been completed as of this time;
 History survey – Milledgeville Historic District is being recommended as historically eligible;
 Ecology survey – one wetland, one intermittent stream and three perennial streams were delineated.
 Species information has not been provided to date. Wetland impacts for the preferred alternate can be avoided. Stream buffer impacts cannot be determined yet.

A Categorical Exclusion is anticipated due to federal funding of the project. A Detour PIOH may be required due to the off-site detour included in the Preferred Alternative.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings:

Kick-off Meeting (08/29/17), Scoping Meetings (02/17/17 and 10/31/17), Status Meetings (10/4/17 and 12/06/17), Concept Team Meeting (12/13/17)

Other coordination to date: Early detour coordination letters were sent to county administration, EMS and local school board.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Lowe Engineers
Design	Lowe Engineers
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Lowe Engineers (Jacobs)
Environmental Mitigation	Lowe Engineers
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities		†ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$500,000	N/A	\$445,000	\$574,000	\$8,254,337	\$9,773,337
Date of Estimate	12/19/17	N/A	6/1/2018	2/23/2018	2/1/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative: Close the existing S. Wayne St./SR 29 BU/US 441 BU bridge over Fishing Creek and replace it, in place, with a new bridge while traffic is routed through an off-site detour.			
Estimated Property Impacts:	18	*Estimated Total Cost:	\$9,328,337
†Estimated ROW Cost:	TBD	Estimated CST Time:	12 Months
Rationale: This alternative would replace the existing bridge as recommended at a lower cost and the least inconvenience to the traveling public. There would still be construction staging challenges with the profile being raised, but it would have the simplest construction methods.			

No-Build Alternative: Retain existing S. Wayne St./SR 29 BU/US 441 BU bridge over Fishing Creek.			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: The no-build alternative was not selected due to the structural integrity, weight restrictions, and the scour critical classification of the bridge.			

Alternative 1: Close the existing S. Wayne St./SR 29 BU/US 441 BU bridge over Fishing Creek and replace it, in place, with a new bridge while traffic is routed through a onsite detour bridge running parallel to the existing bridge			
Estimated Property Impacts:	18	*Estimated Total Cost:	\$11,939,799
†Estimated ROW Cost:	TBD	Estimated CST Time:	18 months
Rationale: This alternative was not selected because of the higher right-of-way and construction costs than the preferred alternative due to the expanded project footprint, including the need to raise the permanent bridge profile. It would also have the most impact to local businesses and traffic patterns.			

*Estimated Total Costs include PE, ~~ROW~~, Reimbursable Utilities, & CST.

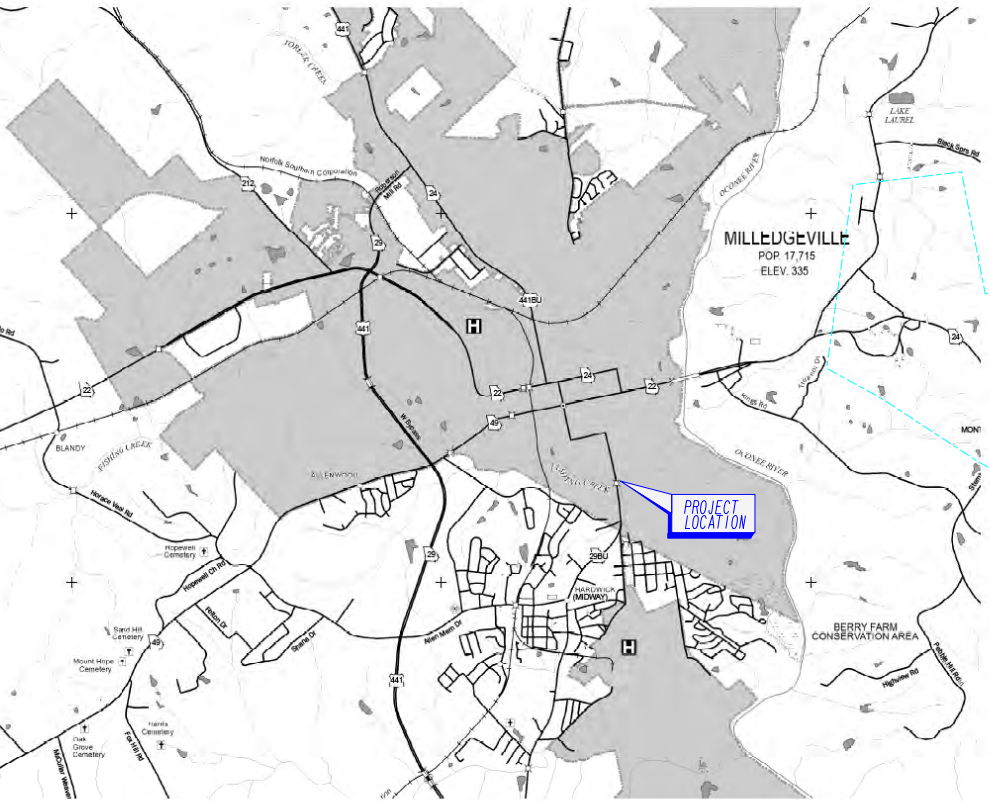
†ROW costs were requested from GDOT on 2/5/2018.

Additional Comments/ Information:

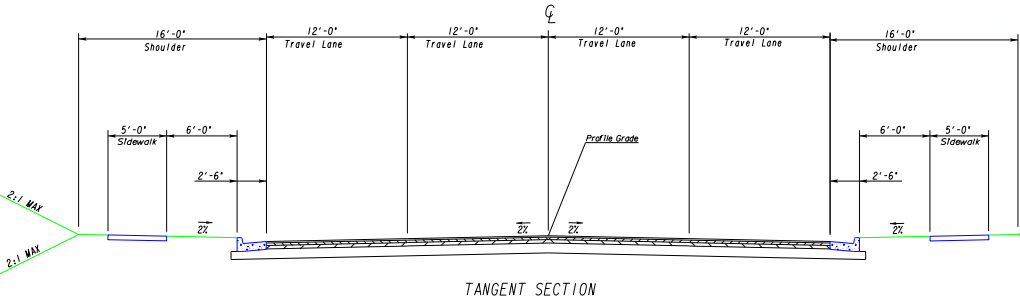
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
 - a. Detour Map
2. Typical sections
3. Cost Estimates
4. Traffic Projections (*currently under review by Traffic Office*)
5. Meeting Minutes
6. Bridge Inventory

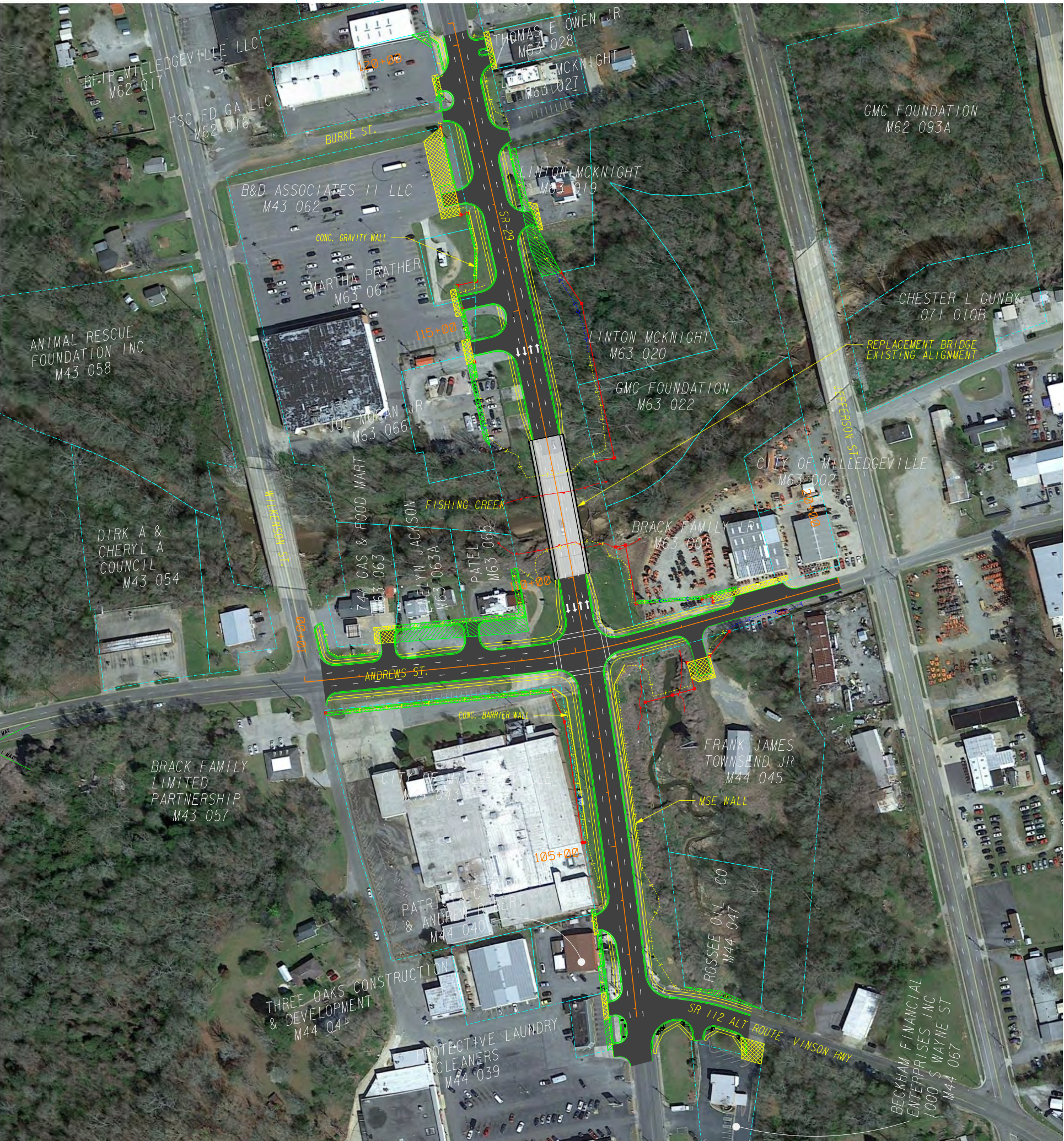
P.I. 0013886, BALDWIN COUNTY
SR 29 AT FISHING CREEK
PREFERRED ALTERNATE: OFF-SITE DETOUR



City of Milledgeville



LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY/PROPERTY LINE	CENTERLINE
HISTORIC AREA	RIGHT-OF-WAY
CEMETERY BOUNDARY	CONST. AND MAINT. ESM'T
PARK BOUNDARY	DRIVEWAY ESM'T
ROADWAY DOES NOT MEET CURRENT DESIGN STANDARDS	NEW PAVEMENT
RIVERS / CREEKS	NEW/ WIDENED BRIDGE
WETLANDS/BUFFERS	BARRICADE
HYDRIC SOILS	DISPLACEMENTS
	TRAFFIC FLOW ARROWS
	SCALE IN FEET

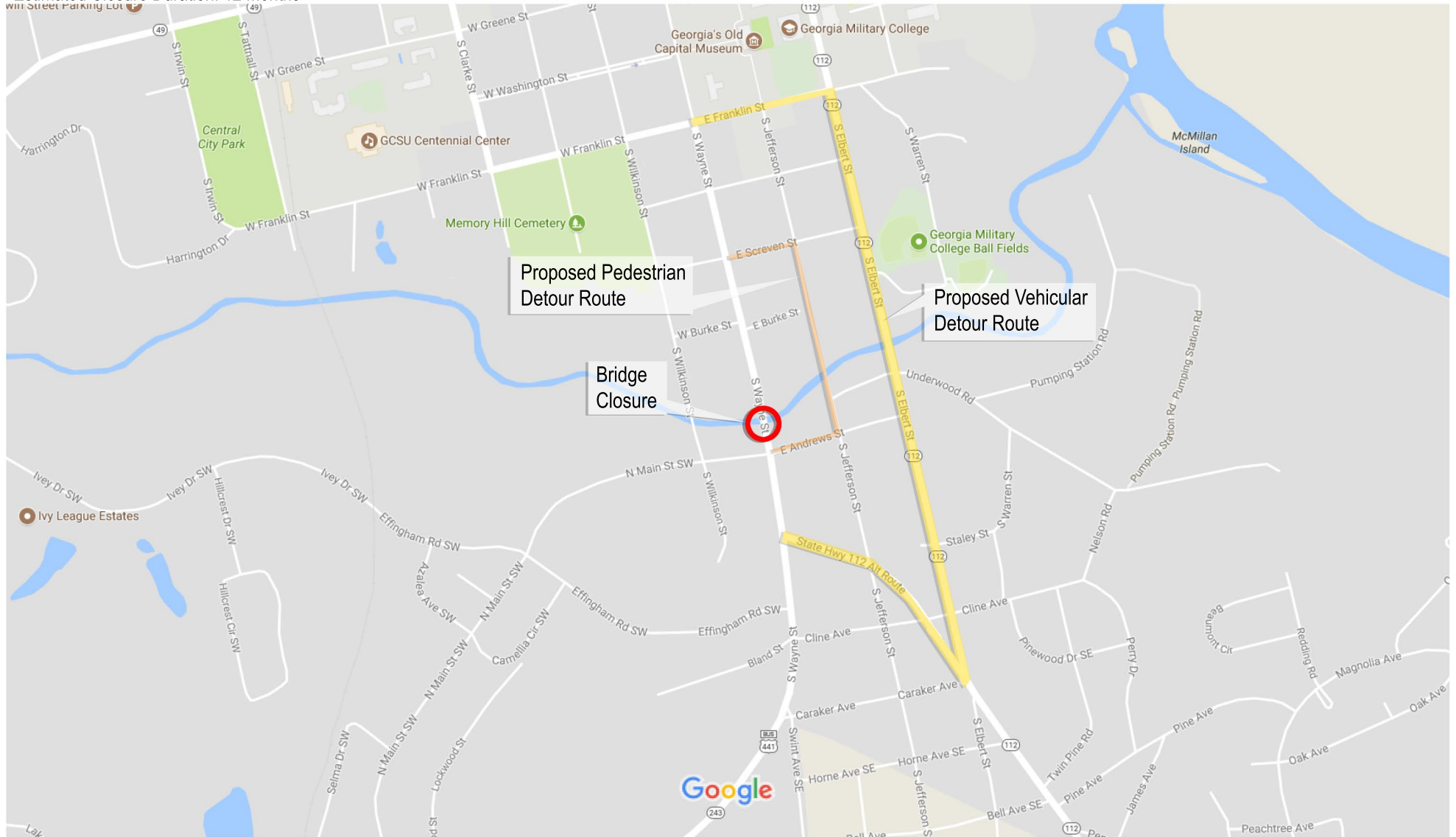


PI 0013886, Baldwin County

SR 243 at Fishing Creek

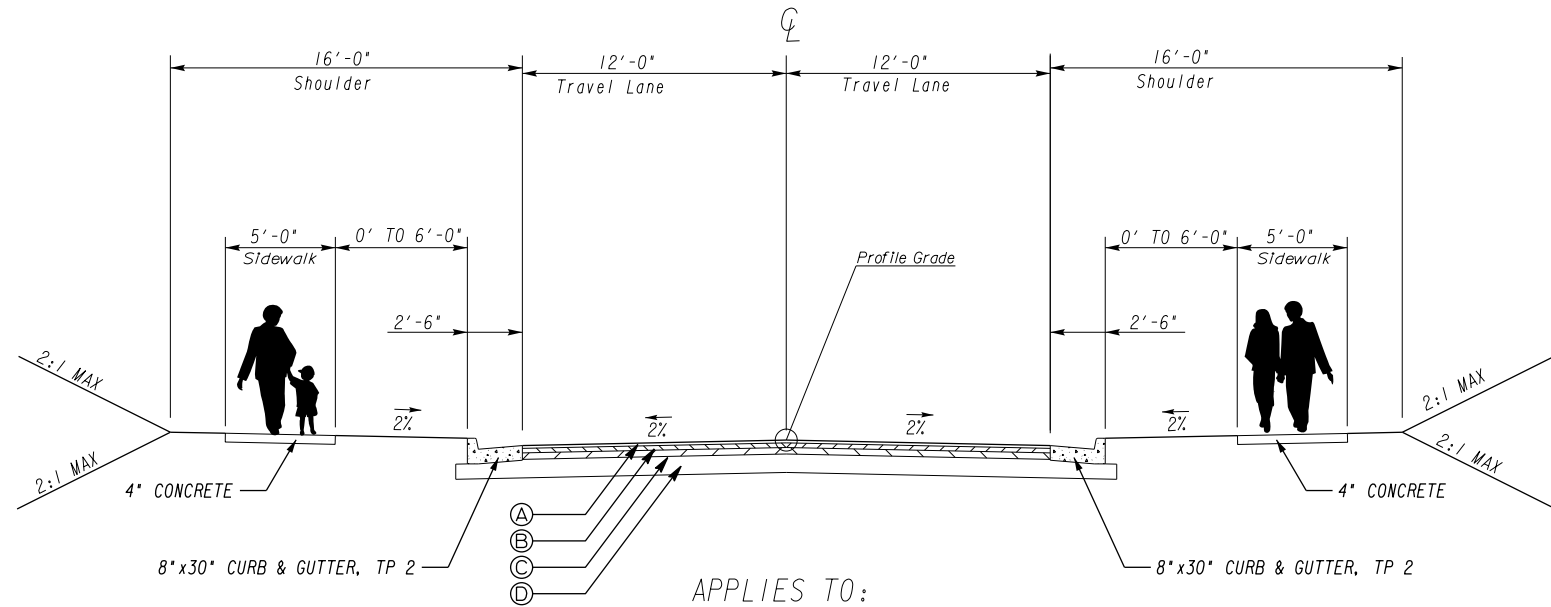
Additional travel required on detour route for thru travelers: 1.3 miles

Estimated Closure Duration: 12 Months

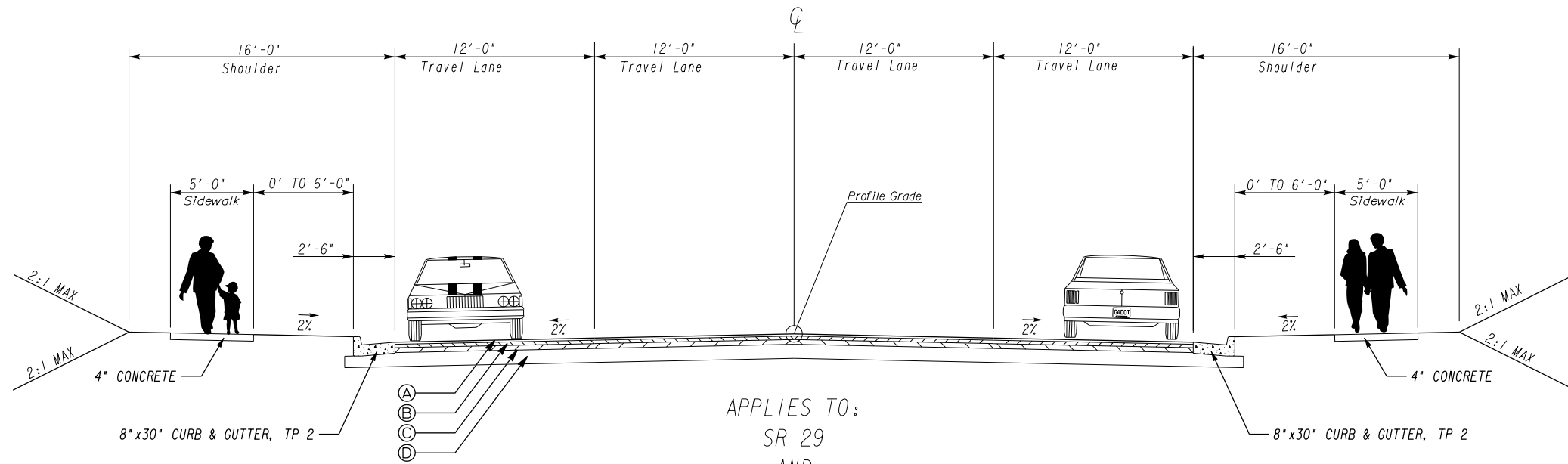


Map data ©2017 Google United States 900 ft

Attachment 2 – Typical Sections

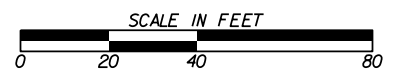


APPLIES TO:
ANDREWS STREET (EAST)

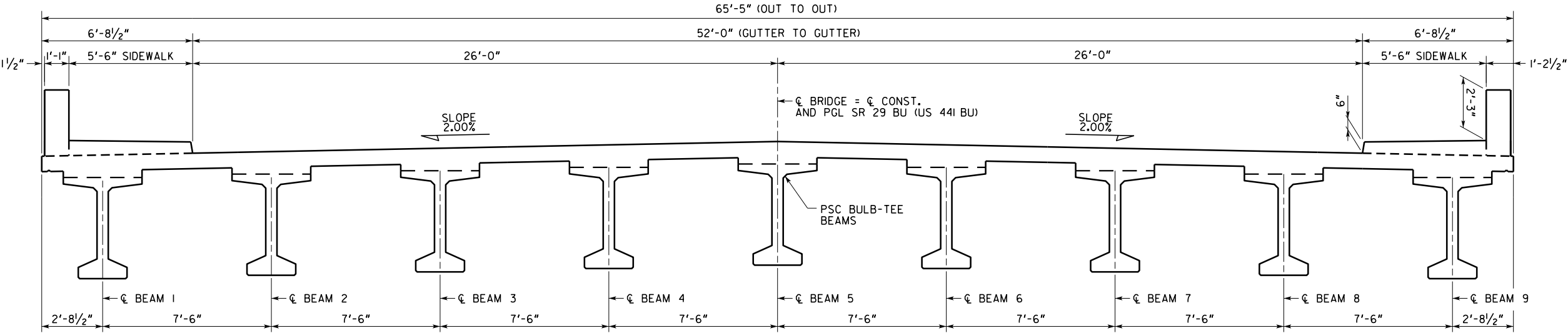


APPLIES TO:
SR 29
AND
ANDREWS STREET (WEST)

- (A) 402-3101 RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TP 2, GP 2, INCL BITUM MATL & H LIME, 135 LB/SY
- (B) 402-3190 RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LB/SY
- (C) 402-3121 RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 550 LB/SY
- (D) 310-1101 GR AGGR BASE CRS, INCL MATL, 8 IN TK



REVISION DATES			TYPICAL SECTIONS			
			SR 29 BU/US 441 BU AT FISHING CREEK			
CHECKED:		DATE:		DRAWING No.		
BACKCHECKED:		DATE:		05-0001		
CORRECTED:		DATE:				
VERIFIED:		DATE:				



TYPICAL SECTION

BRIDGE NO. 1

Michael Baker

MICHAEL BAKER INTERNATIONAL
420 TECHNOLOGY PARKWAY, SUITE 150
NORCROSS, GEORGIA 30092
(770) 263-9118

INTERNATIONAL

GEORGIA

DEPARTMENT OF TRANSPORTATION

ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

BRIDGE TYPICAL SECTION

SR 29 BU (US 441 BU) OVER FISHING CREEK

BALDWIN COUNTY

0013886

SCALE: 3/8" = 1'-0"

DECEMBER 2017

DRAWING NO.
35-0001

BRIDGE SHEET
1 OF 1

DATE
REVISIONS
BY

DESIGNED BRM

CHECKED GJM

REVIEWED DLC/SKG

DRAWN BRM

DESIGN GROUP STB

APPROVED WMD

Attachment 3 – Cost Estimates

- a. Construction Including Engineering & Inspection and Contingencies
- b. Completed Liquid AC Cost Adjustment Form
- c. Preliminary Utility Cost Estimate

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013886** OFFICE **Program Delivery**

PROJECT DESCRIPTION

Bridge replacement on SR 29 over Fishing Creek in Milledgeville, Baldwin County with off-site detour. This cost estimate includes raising the bridge profile by approximately 10'.

DATE **May 1, 2018**

From: **Kimberly Nesbitt, State Program Delivery Administrator**

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER **Jeff Clayton**

MGMT LET DATE **3/15/2020**

MGMT ROW DATE **3/15/2019**

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ **3,603,418.00**

DATE **6/6/2017**

RIGHT OF WAY \$ **250,000.00**

DATE **6/6/2017**

UTILITIES \$ **0.00**

DATE **6/6/2017**

REVISED COST ESTIMATES

CONSTRUCTION* \$ **8,254,337.00**

RIGHT OF WAY \$ ~~TBD~~ **\$445,000.00**

UTILITIES \$ **574,000.00**

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Design to date has shown a need to raise the bridge profile about 10' to handle the backwater flooding from the Oconee River. This has lengthened the project and caused the intersection of SR 29 BU and Anderson Street to be raised as well. Three retaining walls have also been added to the cost. Additional right of way is also required - the cost estimate has been requested but not received to date.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$ 6,770,619.96	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$ 338,531.00	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$ 1,066,372.64	Base Estimate (A) + E & I (B) x	15 %
		See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$ 78,813.40	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$ 8,254,337.00	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power (Distribution)	\$ 324,000.00
Georgia Power (Transmission)	\$ 250,000.00
Atlanta Gas Light	
City of Milledgeville (Water)	
City of Milledgeville (Sewer)	
Windstream Communications	
TOTAL	\$ 574,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO. N/A
P.I. NO. 0013817
DATE 5/1/2018

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Apr-18	\$ 2.579
DIESEL		\$ 2.920
LIQUID AC		\$ 428.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)					77296.8	\$	77,296.80
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	684.80			
Monthly Asphalt Cement Price month project let (APL)			\$	428.00			
Total Monthly Tonnage of asphalt cement (TMT)				301			

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	994	5.0%	49.7
25 mm SP	3590	5.0%	179.5
19 mm SP	1436	5.0%	71.8
	6020		301

BITUMINOUS TACK COAT

Price Adjustment (PA)					\$	1,516.60	\$	1,516.60
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	684.80				
Monthly Asphalt Cement Price month project let (APL)			\$	428.00				
Total Monthly Tonnage of asphalt cement (TMT)				5.905763768				

Bitum Tack

Gals	gals/ton	tons
1375	232.8234	5.90576377

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	684.80				
Monthly Asphalt Cement Price month project let (APL)			\$	428.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 78,813.40

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0013886_SR 29 SPEC YEAR: 13
DESCRIPTION: SR 29 AT FISHING CREEK
BRIDGE REPLACEMENT

ITEMS FOR JOB 0013886_SR 29

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	009-3000		LS	MISCELLANEOUS CONSTRUCTION CONSTRUCT NEW BRIDGE	1.000	2551380.00	2551380.00
0010	009-3000		LS	MISCELLANEOUS CONSTRUCTION REMOVE EXISTING BRIDGE	1.000	595080.00	595080.00
0015	150-1000		LS	TRAFFIC CONTROL - 0013886	1.000	300000.00	300000.00
0020	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	105934.31	105934.32
0025	163-0232		AC	TEMPORARY GRASSING	4.000	688.92	2755.69
0030	163-0240		TN	MULCH	44.000	338.93	14912.96
0035	163-0300		EA	CONSTRUCTION EXIT	4.000	2012.57	8050.32
0039	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	417.54	4175.40
0040	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	27.000	240.83	6502.64
0044	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	1200.000	0.84	1012.04
0045	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	3280.000	0.89	2935.67
0050	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	100.000	9.23	923.41
0055	165-0101		EA	MAINT OF CONST EXIT	4.000	634.56	2538.28
0060	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	27.000	70.75	1910.39
0065	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	402.88	1611.54
0070	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	904.34	21704.17
0074	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	2400.000	2.24	5393.54
0075	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	6560.000	4.16	27321.42
0080	210-0100		LS	GRADING COMPLETE - 0013886	1.000	804000.00	804000.00
0085	310-1101		TN	GR AGGR BASE CRS, INCL MATL	6867.000	31.63	217250.45
0090	318-3000		TN	AGGR SURF CRS	1000.000	29.99	29993.80
0100	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	994.000	85.29	84784.64
0105	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	3590.000	83.80	300867.52
0110	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1436.000	88.10	126519.80
0115	413-0750		GL	TACK COAT	1375.000	2.76	3800.07
0120	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	716.000	9.69	6944.79
0125	433-1100		SY	REF CONC APPR SL/INCL CURB	433.000	195.23	84538.60
0135	441-0104		SY	CONC SIDEWALK, 4 IN	2286.000	36.89	84332.73
0139	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	182.000	52.16	9494.51
0140	441-0303		EA	CONC SPILLWAY, TP 3	1.000	2307.15	2307.15
0144	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	6630.000	25.55	169398.75
0145	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	100.000	16.76	1676.97
0149	500-3002		CY	CL AA CONCRETE	156.000	1250.36	195056.27
0150	500-3201		CY	CL B CONC, RET WALL	75.000	756.37	56728.23
0154	511-1000		LB	BAR REINF STEEL	20315.000	0.84	17129.81
0155	550-1180		LF	STM DR PIPE 18,H 1-10	1112.000	47.46	52778.92
0165	550-4218		EA	FLARED END SECT 18 IN, ST DR	6.000	697.21	4183.28

STATE HIGHWAY AGENCY

DATE : 05/01/2018

PAGE : 2

JOB ESTIMATE REPORT

ITEM NO	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE	
0170	603-2048	SY	STN DUMPED RIP RAP, TP 1, 48	2225.000	52.65	117146.25
0174	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18	54.000	67.28	3633.63
0175	603-7000	SY	PLASTIC FILTER FABRIC	2279.000	3.84	8769.18
0182	621-4021	LF	CONCRETE SIDE BARRIER, TY 2A	143.000	412.00	58916.00
0183	621-4022	LF	CONCRETE SIDE BARRIER, TY 2B	136.000	580.00	78880.00
0184	621-4023	LF	CONCRETE SIDE BARRIER, TY 2C	21.000	730.00	15330.00
0185	627-1010	SF	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 1	693.000	50.03	34673.56
0186	627-1160	LF	TRAFFIC BARRIER H, WALL NO - 1	400.000	330.35	132142.44
0187	627-1000	SF	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 1	2071.000	42.87	88796.20
0188	634-1200	EA	RIGHT OF WAY MARKERS	36.000	138.60	4989.84
0189	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	7238.40	14476.82
0190	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	80.000	17.11	1369.51
0195	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	20.000	23.25	465.07
0200	636-2070	LF	GALV STEEL POSTS, TP 7	320.000	8.78	2810.04
0210	641-1100	LF	GUARDRAIL, TP T	100.000	75.56	7556.14
0215	641-1200	LF	GUARDRAIL, TP W	1340.000	21.91	29371.27
0220	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	4.000	1047.54	4190.20
0224	641-5020	EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	4.000	2428.62	9714.48
0225	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	65000.00	65000.00
0229	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	65000.00	65000.00
0230	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	5977.000	0.97	5827.58
0235	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	4480.000	0.89	4006.24
0239	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	132.000	9.76	1288.39
0240	653-1804	LF	THERM SOLID TRAF STRIPE, 8,WH	2175.000	2.56	5575.74
0244	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	4072.000	0.71	2907.12
0245	654-1001	EA	RAISED PVMT MARKERS TP 1	56.000	6.17	346.06
0250	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	520.000	8.83	4596.47
0255	657-3085	GLF	PRF PL SK PVMT MKG,8,B/W,TPPB	520.000	5.26	2736.46
0259	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	520.000	8.34	4341.60
0260	668-1100	EA	CATCH BASIN, GP 1	23.000	2922.37	67214.65
0264	668-4300	EA	STORM SEW MANHOLE, TP 1	4.000	2000.00	8000.00
0265	700-6910	AC	PERMANENT GRASSING	4.000	1378.82	5515.30
0270	700-7000	TN	AGRICULTURAL LIME	9.000	118.30	1064.77
0275	700-8000	TN	FERTILIZER MIXED GRADE	4.000	609.47	2437.90
0280	700-8100	LB	FERTILIZER NITROGEN CONTENT	221.000	4.12	910.74
0285	716-2000	SY	EROSION CONTROL MATS, SLOPES	4689.000	1.77	8314.49
ITEM TOTAL						6770620.00
INFLATED ITEM TOTAL						6770620.00

TOTALS FOR JOB 0013886_SR 29

ESTIMATED COST:	6770619.96
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	6770619.96

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: 0013886
County BALDWIN
P.I. # 0013886

Office: Tennille
Date: February 23, 2018

Description: *Bridge Replacement on SR 243 at Fishing Creek*

FROM James I. Lindsey, District Utilities Manager

TO Jeff Clayton, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Georgia Power Company (Distribution)	\$324,000.00	\$0.00	Site Visit / Available Drawings
Atlanta Gas Light Company	\$0.00	\$166,250.00	Site Visit / Available Drawings
City of Milledgeville (Water) **	\$0.00	\$228,814.00	Site Visit / Available Drawings
City of Milledgeville (Sewer) **	\$0.00	\$27,900.00	Site Visit / Available Drawings
Windstream Communications	\$0.00	\$84,790.00	Site Visit / Available Drawings
Georgia Power Company (Transmission)	\$250,000.00	\$0.00	Site Visit / Available Drawings
Total 100%	\$574,000.00	\$507,754.00	
Department Responsibility 100%	\$ 574,000.00	\$ 0.00	

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Matthew Sammons at 478-553-3383 or by email at msammons@dot.ga.gov.

cc:

Patrick Allen, P.E., State Utilities Manager
Yulonda Pride-Foster, State Utilities Preconstruction Manager
Todd Price, District Preconstruction Manager

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/17/2018
Revised:

Project: SR 243 at Fishing Creek
County: Baldwin
PI: 0013886

Description: Onsite Detour at Fishing Creek
Project Termini: SR 243 at Fishing Creek

Existing ROW: Varies
Required ROW: Varies
Parcels: 7

Land and Improvements \$235,500.00

Proximity Damage	\$0.00
Consequential Damage	\$40,000.00
Cost to Cures	\$20,000.00
Trade Fixtures	\$15,000.00
Improvements	\$7,000.00

Valuation Services \$48,437.50

Legal Services \$79,725.00

Relocation \$15,750.00

Demolition \$1,500.00

Administrative \$64,000.00

TOTAL ESTIMATED COSTS \$444,912.50

TOTAL ESTIMATED COSTS (ROUNDED) \$445,000.00

Preparation Credits	Hours	Signature

Prepared By:

Wesley K. Brock
Wesley K. Brock

CG#: 5147

5/17/18

Approved By:

Valerius C. C. C.

CG#:

6/1/18

6/1/18

NOTE: No Market Appreciation is Included in this Preliminary Cost Estimate

Attachment 4 – Traffic Projections



**990 Hammond Drive, Suite 900
Atlanta, Georgia 30328**

MEMORANDUM TO: Andre Washington
Georgia Department of Transportation, Office of Planning

FROM: Richard J. Meehan, PE
Lowe Engineers, LLC

DATE: November 7, 2017

SUBJECT: Traffic Assignments for PI# 0013886, Baldwin County,
SR 243/S Wayne St @ Fishing Creek in Milledgeville

Lowe Engineers, LLC is furnishing Traffic Assignments for the above project as follows:

BRIDGE- ID 009-0014-0

	2017 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	8775	9000	9075	9950	10050
DHV (AM/PM)	510/760	525/780	525/790	580/865	585/870
K% (AM/PM)	5.8%/8.7%				
D% (AM/PM)	60%/51%				
24 HR. T% - S.U.	3.4%				
24 HR. T% - COMB.	0.7%				
24 HR. T% - TOTAL	4.1%				
T% - S.U. (AM/PM)	4.1%/2.3%				
T% - COMB. (AM/PM)	1.5%/0.6%				
T% - TOTAL (AM/PM)	5.6%/2.9%				

On the attached pages, I have provided the raw traffic counts and tables with the backup calculations for the AADT, K and D Factors, Truck Percentages, and Historical Growth.

If you have any questions concerning this information, please feel free to contact me at 770.857.8434 or at Richard.meehan@loweengineers.com.

Attachment 5 – Meeting Minutes



Meeting Minutes

Project: PI 0013886, Baldwin County
SR 243 at Fishing Creek
Date: December 13, 2017
RE: Concept Team Meeting
Location: GDOT – District 2 Office
Participants: Jeff Clayton *GDOT Project Manager*
Michael Stoltzfus *Lowe Engineers – Project Manager*
(see sign in sheet)

I. Welcome/Sign-In/Introductions

II. Project Identification

Replacement of the SR 243/US 441 BU/SR 29 BU bridge over Fishing Creek, in Milledgeville, GA

III. Project Justification Statement (Prepared by Bridge Maintenance Unit)

- Existing bridge, structure ID 009-0014-0 was built in 1949
- Designed using HS-20 design vehicle (below current standards)
- Classified as ~~functionally obsolete~~ – narrow deck width
- Overall condition: satisfactory
 - Deck in satisfactory condition – moderate abrasion & minor cracking
 - Superstructure in good condition
 - Substructure in satisfactory condition – minor problems noted
 - Unknown foundation – could be at risk for scour

IV. Proposed Project Description

The proposed project would replace the existing SR 243 bridge, in place, with a new bridge while traffic is routed through an off-site detour.

- Functional Classification – Urban Minor Arterial Street
- Traffic AADT – Current Year (2017) 8875; Open Year (2022): 9000; Design Year (2042) 9950; Design Year +2 exceeds 10K; 24hr Trucks: 4.1%
 - Traffic numbers awaiting approval from GDOT Office of Planning
- Intersection Control Evaluation (ICE) Policy – 1st phase waiver likely
 - Project is not to add lanes nor change/improve operations (of the adjacent intersection)
 - If traffic analysis shows intersection needs operational improvements, those would not be a part of this bridge replacement
- Existing Design Features - 225ft long bridge; 4-10ft lanes (two in each direction); curb, gutter, & sidewalk along both sides; 54ft total deck width; 40ft total roadway width; 40mph; HS-20 design vehicle;
- Proposed Design Features – Approximately 230ft long bridge; 4-12ft lanes (two in each direction); 48' total roadway width; 64ft deck width; 40mph; HL-93/WB-67 design vehicle; curb, gutter & sidewalk along both sides;

a. Alternates Considered & Reasons for Rejection

- *Replace bridge, in place, with traffic routed to temporary, parallel detour bridge.*

- This alternative would incur higher right-of-way impacts and would cost more than the preferred alternative due to the expanded project footprint.
- Preferred Alternate:
 - Replace the existing SR 243 bridge, in place, with a new bridge while traffic is routed through an off-site detour.
 - The preferred alternate is to construct the proposed bridge on the same alignment as the existing structure. A previous hydraulic study indicated that there is an abnormal flow caused by the Oconee River which required that the bridge profile be raised significantly. The preferred bridge would be a three span PSC beam structure, approximately 260 feet long. The substructure would consist of concrete intermediate bents. The bents would be located on the banks to maximize the hydraulic opening. There is an intersection immediately to the South of the project and construction equipment will primarily be located on the North side of the creek.

b. Right-of-Way Displacements and Relocations

Construction easements anticipated. 6 impacted parcels. No displacements.

c. Staging/Maintenance of Traffic

Staging/Maintenance of Traffic would only be required if the bridge profile is raised causing elevation changes in the intersection.

d. Environmental Concerns/Level of Environmental Analysis

- Ecology - Ecology EC complete with field work scheduled in late December with report submitted to GDOT in late January (on schedule)
- Aquatics - Based on T&E list and GDOT guidance, no survey necessary
- Air & Noise - Not in current TO. No issues anticipated without operational improvements.
Follow-up with Jonathan Cox (NEPA Lead) on if profile changes could impact this.
- History - Field work completed with 2-3 possible historic resources; 1 historic district (Milledgeville), however no contributing factors immediately near bridge.
- Archaeology - Field survey to be complete before 12/31/17
- Hazardous Materials – possible to be included in next TO... District 1 Planning & Programming can look into USTs.
- PAR Report – no IP anticipated, so no PAR required
- NEPA - Not in current TO. Anticipate a CE.

e. Utilities/Railroad

- SUE – QL-D completed; will need to complete QL-B
- PIDP – Not Required
- 2 utilities on existing bridge: Gas (AGL) & Water (city of Milledgeville)
 - Non-reimbursable
 - If city (water) requests Utility Aid, this could increase the cost of the project

V. Coordination

- Public Involvement – PIOH date T.B.D. With an off-site detour, the PIOH is combined with a PDOH.
- GDOT will need 45-day notice

VI. Other Projects in the Area

PI# 0013375 - SR 22 @ Little Fishing Creek, 3.7 miles West of Milledgeville – Bridge Replacement

VII. Project Development Schedule

- Concept Development - complete early spring 2018
- Environmental - 2019
- Preliminary Design - start early spring with 12-month window

VIII. Comments from Attendees (in following order)

a. Local Government Representatives

- o State
- o County

Jeff Clayton, GDOT Project Manager (JC): Brian, do you have anything?

Brian Wood, Baldwin County Engineer (BW): No comments.

- o City

b. Planning Office

c. Programming/Financial Management

d. Engineering Services

e. Traffic Safety and Design

f. Environmental

g. District Preconstruction, Scheduling, & Traffic Safety & Design

h. Right-of-Way

i. GDOT Utilities/Railroad

j. Individual Utility Companies

k. Other Attendees

Carol Kalafut, GDOT Bridge Design (CK): Per the FHWA, we need to strike "functionally obsolete" from the Project Justification. The term is no longer being used as justification for bridge replacement.

CK: Please add the bridge typical section to the concept report. Will the new bridge have sidewalk, curb & gutter?

George Manning, Michael Baker Inc., Bridge Design (GM): The bridge will be replaced in-kind.

Mike Stoltzfus, Lowe Engineers, Consultant Project Manager (MS): Except there will be four 12-foot lanes instead of 10-foot.

IX. Other Comments or Concerns – Open Discussion

JC: Is it possible to use shallower NEXT beams?

GM: That would require shorter span lengths. We can look at bulb-T's. That would save about 2-ft, but you pay a premium for that. Its possible to use precast beams, or steel. But that could change the cost.

CK: The costs we use for estimating is \$125 per square foot for steel beams on concrete bents.

GM: We'll have more information for this after we complete the hydraulic analysis.

CK: Stay in contact after completing the hydraulic study for discussion on steel beams versus box beams or PSC.

GM: Do we contact you?

CK: Yes.

JC: We should probably assume that the bridge will need to be raised 10-feet.

CK: Have you already completed FEMA review?

GM: We have requested the FEMA study and will be reviewing it as soon as we receive it.

Todd Price, GDOT District 1 Preconstruction Engineer (TP): The current proposed detour route is along a city route, not a state route.

MS: The city road is in better condition than the nearby state route.

TP: It's possible, just would be handled by making it a temporary state route.

JC: With the detour we will need to ensure we maintain access to the last driveway (just north of the bridge).

BW: When is this supposed to let?

G. Len Burgamy, Jr., GDOT District 2 Area 1 Engineer (LB): March 15, 2020, with about 12 to 18 months for construction.

LB: The road is no longer SR 243. It's now only US 441 business and SR 29 business.

MS: Traffic numbers for design year plus two exceed 10 thousand. Minor road pavement design still satisfies the traffic numbers with approximately 8% over design.

JC: While minor pavement design may work, we should err on the side of caution and use regular pavement design.

BW: There are railroad tracks nearby.

MS: Yes, on a separate bridge upstream of the project. Likely not close enough for impacts.

JC: There's supposedly a Safe Routes to School greenway along a sewer easement, I heard via word of mouth. It's something to be on the look out for.

X. Adjourn Meeting

jms/mdh

XI.

PI#s: 0013600; 0013735; 0013817;
0013886; and 270900-

SIGN-IN SHEET

PLEASE PRINT CLEARLY

NAME	ORGANIZATION	PROJECT ROLE	EMAIL ADDRESS	PHONE
Melanie Hale	Lowe Engr.	Designer	melanie.hale@loweengineers.com	7/854-8400
Mike Stoltzfus	Lowe Engr.	Pm	michael.stoltzfus@loweengineers.com	7-854-8417
ASHLIE STONE	JACOBS	ENV/ECO	ASHLIE.STONE@JACOBS.COM	404 978 7429
Joseph M. Mosley	Wilkinson County	County Manager	Jmosley@wilkinsoncounty.net	(478) 946-4300
Mark A DuPre	Wilkinson			
Matthew Sammons	GDOT	Utilities	msammons@dot.ga.gov	478-553-3383
GEORGE MANNING	MICHAEL BAKER	STRUCTURES REVIEW	GEORGE.MANNING@MPAKERINC.COM	678 966 6629
NATALIE GLAZER	Edwards-Pitman	Env/cult.	nglazer@edwards-pitman.com	678-932-2200
Brian Wood	Baldwin County	County Engineer	bwood@baldwincountyga.com	478-445-4791

PI#s: 0013600; 0013735; 0013817;
0013886; and 270900-

SIGN-IN SHEET

PLEASE PRINT CLEARLY

NAME	ORGANIZATION	PROJECT ROLE	EMAIL ADDRESS	PHONE
David Webb	Lowe	Engineer	david.webb@loweengineers.com	770-857-8400
SCOTT CAPLES	Moffatt & Nichol	Bridge	scaples@moffattnichol.com	404-205-8536
JEFF CLAYTON	GDOT OPD	PM	jclayton@dot.ga.gov	678-730-1875
D. LEN Burgamy Jr.	GDOT	AM	dburgamy@dot.ga.gov	478 445 5130
MARK L. Dupree	Williamson Coon &	Chairman	markadupree@windstream.net	478-445-7964
Ellen Wright	GDOT	Planning & programming	enwright@dot.ga.gov	478 553-3407
Todd Price	GDOT	Pre const	tprice@dot.ga.gov	478-553-3405
<u>Via Teleconference:</u>				
Sam Boring	GDOT-OES	Environmental		
Carol Kalafut	GDOT-Bridge			
David Borchardt	GDOT-OES	Environmental		

Attachment 6 – Bridge Inventory

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/15/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 009-0014-0

County: Baldwin

SUFF. RATING: 72.2

Location & Geography

Structure ID: 009-0014-0
 200 Bridge Information: 06
 *6 Feature Intersected: FISHING CREEK
 *7A Route Number Carried: SR00243
 *7B Facility Carried: SR 243 (US 441 BUS)
 9 Location: .7 MI S OF MILLEDGEVILLE
 2 GDOT District: 4841200000 - D2 District Two Tennille
 *91 Inspection Frequency: 24 Date: 03/16/2016
 92A Fracture Critical Insp. Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 51492
 *5A Inventory Route(O/U): 1
 5B Route Type: 2 - U.S. Numbered
 5C Service Designation: 5- Business
 5D Route Number: 00441
 5E Directional Suffix: 0. Not applicable
 *16 Latitude: 33 - 4.2497
 *17 Longitude: 83 - 13.4528
 98A Border Bridge: 0 98B: GA% 00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0- The Feature is not a STRAHNET route.
 12 Base Highway Network: Yes
 13A LRS Inventory Route: 91024300
 13B Sub Inventory Route: 0
 101 Parallel Structure: N. No parallel structure exists
 *102 Direction of Traffic: 2- Two Way
 *264 Road Inventory Mile Post: 9.78
 *208 Inspection Area: Area 02
 *104 Highway System: 1-Inventory Route is on the NHS
 *26 Functional Classification: 16- Urban - Minor Arterial
 *204A Federal Route Type: M - Urban.
 *204B Federal Route Number: 03104
 105 Federal Lands Highway: 0. Not applicable
 *110 Truck Route: 0- The Feature is not part of the National Network for Trucks
 217 Benchmark Elevation: 0000.00
 * Location ID No: 009-00243D-009.89N

218 Datum:

*19 Bypass Length: 1
 *20 Toll: 3- On a Free Road or Non-Highway
 *21 Maintenance Responsibility: 01-State Highway Agency.
 *22 Owner: 01-State Highway Agency.
 *31 Design Load: 5- HS 20
 37 Historical Significance: 5- Not eligible for the National Register of Historic Places
 205 Congressional District: 010
 27 Year Constructed: 1949
 106 Year Reconstructed: 0
 33 Bridge Median: 0-None
 34 Skew: 0
 35 Structure Flared: No
 38 Navigation Control: 0- Navigation is not controlled by an Agency
 213 Special Steel Design: 0- Not applicable or other
 267A Type Paint Super Structure: 2- Non-Lead Oil Alkyd System (System IV). Year : 1994
 267B Type Paint Sub Structure: 2- Non-Lead Oil Alkyd System (System IV) Year : 1994
 *42A Type of Service On: 5-Highway-Pedestrian
 *42B Type of Service Under: 5-Waterway
 214A Movable Bridge: 0
 214B Operator on Duty: 0
 203 Type Bridge: 0 - Multiple combinations (be sure the different types are on file).
 N. Steel-Concrete M. Steel O. Concrete
 259 Pile Encasement: 2
 *43A Structure Type Main material: 4-Steel (Continuous)
 *43B Structure Type Main Type: 2-Stringer/Multi-Beam or Girder
 45 Number of Main Spans: 5
 44 Structure Type Approach: A:0- Other B: 0- Other
 46 Number of Approach Spans: 0
 226 Bridge Curve: A: Vertical: NoB: Horizontal: No
 111 Pier Protection: N - Navigation Control item coded 0, or Feature not a waterway
 107 Deck Structure Type: 1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
 108A Wearing Surface Type: 1. Concrete
 108B Membrane Type: 8. Unknown
 108C Deck Protection: 8. Unknown
 265 Underwater Inspection Area: 0

0- Not Applicable

Signs & Attachments

225 Expansion Joint Type: 04- Armored joint (spring tension).
 242 Deck Drains: 1- Open Scuppers.
 243A Parapet Location: 0- None present.
 243B Parapet Height: 0.00
 243C Parapet Width: 0.00
 238A Curb Height: 0.8
 238B Curb Material: 1- Concrete.
 239A Handrail Left: 1- Concrete.
 239B Handrail Right: 1- Concrete.
 *240 Median Barrier Rail: 0- None.
 241A Bridge Median Height: 0
 241B Bridge Median Width: 0
 *230A Guardrail Location Direction Rear: 0- None.
 *230B Guardrail Location Direction Fwd: 0- None.
 *230C Guardrail Location Opposing Rear: 0- None.
 *230D Guardrail Location Opposing Fwd: 0- None.
 244 Approach Slab: 3- Forward and Rear.
 224 Retaining Wall: 0- None.
 233 Posted Speed Limit: 40
 236 Warning Sign: No
 234 Delineator: Yes
 235 Hazard Boards: Yes
 237A Gas: 21- Bottom Left.
 237B Water: 22- Bottom Right.
 237C Electric: 00- Not Applicable
 237D Telephone: 00- Not Applicable
 237E Sewer: 00- Not Applicable
 247A Lighting: Street: No
 247B Navigation: No
 247C Aerial: No
 *248 County Continuity No.: 00
 36A Bridge Railings: 2- Inspected feature meets acceptable construction date standards.
 36B Transition: 0- Does not meet standards
 36C Approach Guardrail: 0- Does not meet standards
 36D Approach Guardrail Ends: 0- Does not meet standards

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/15/2017

Bridge Serial Number: 009-0014-0

County: Baldwin

SUFF. RATING: 72.2

Programming Data

201 Project Number: F-439 (8)
 202 Plans Available: 4- Plans in Infolmage.
 249 Proposed Project Number: BRST-3104 (4)
 250A Reconstruction Approval Status: No
 250B Route Approval Status: No
 250C Approval Status Definition: 0
 250D Approval Status Federal: 0
 251Project Identification Number: 0013886
 252 Contract Date: 02/01/1901
 260 Seismic Number: 00000
 75A Type Work Proposed: 0- Not Applicable
 75B Work Done by: 0- Initial Inventory
 94 Bridge Improvement Cost:(X\$1,000) \$1,377
 95 Roadway Improvement Cost: (X\$1,000) \$138
 96 Total Improvement Cost: (X\$1,000) \$2065
 76 Improvement Length: 0.0'
 97 Year Improvement Cost Based On: 2013
 114 Future AADT: 15030
 115 Future AADT Year: 2031

Hydraulic Data

113 Scour Critical: U. No Load Rating; no scour critical data entered.
 216A Water Depth: 2
 216B Bridge Height: 30.3
 222 Slope Protection: 6
 221A Spur Dike Rear:
 221B Spur Dike Fwd:
 219 Fender System: 0- None.
 220 Dolphin:
 223A Culvert Cover: 000
 223B Culvert Type: 0- Not Applicable
 223C Number of Barrels: 0
 223D Barrel Width: 0.0
 223E Barrel Height: 0.0
 223F Culvert Length: 0.0
 223G Culvert Apron: 0
 39 Navigation Vertical Clearance: 0'
 40 Navigation Horizontal Clearance: 0
 116 Navigation Vertical Clear Closed: 0

Measurements:

*29 AADT: 10020
 *30 AADT Year: 2011
 109 % Truck Traffic: 1
 * 28A Lanes On: 4
 *28B Lanes Under: 0
 210A Tracks On: 00
 210B Tracks Under: 0
 * 48 Maximum Span Length: 60
 * 49 Structure Length: 228
 51 Bridge Roadway Width: 44.0'
 52 Deck Width: 55.9'
 * 47 Total Horizontal Clearance: 44.0'
 50A Curb / Sidewalk Width Left: 5.0
 50B Curb / Sidewalk Width Right: 5.0
 32 Approach Rdwy. Width: 44.0'
***229 Approach Roadway**
Rear Shoulder Left Width: 0 *Right Width:*0.0 Type: 7 - None.
Fwd Shoulder Left Width: 0 *Right Width:*0.0 Type: 7 - None.
Rear Pavement Width: 44.0 *Type-2- Asphalt.*
Forward Pavement Width: 44.0 *Type-2- Asphalt.*
Intersection Rear: 1 *Forward:*1

53 Minimum Vertical Clearance Over Rd:

54A Under Reference Feature: N- Feature not a highway or railroad.

54B Minimum Clearance Under: 0' 0"

*228 Minimum Vertical Clearance

228A Actual Odometer Direction: 99'99"
 228B Actual Opposing Direction: 99'99"
 228C Posted Odometer Direction: 00'00"
 228D Posted Opposing Direction: 00'00"
 55A Lateral Underclearance Reference: N- Feature not a highway or railroad.
 55B Lateral Underclearance on Right: 0.0
 56 Lateral Underclearance on Left: 0.0
 10A Direction of Travel for Max Min: 0
 10B Max Min Vertical Clearance: 99'99"
 245A Deck Thickness Main: 6.5
 245B Deck Thickness Approach: 0.0
 246 Overlay Thickness: 0

Ratings and Posting

65 Inventory Rating Method: 1-Load Factor (LF)
 63 Operating Rating Method: 1-Load Factor (LF)
 66A Inventory Type: 2 - HS loading.
 66B Inventory Rating: 29
 64A Operating Type: 2 - HS loading.
 64B Operating Rating: 49

231Calculated Loads

231A H-Modified: 21 No
 231B Type3/Tandem: 28 No
 231C Timber: 33 No
 231D HS-Modified: 30 No
 231E Type 3S2: 40 No
 231F Piggyback: 40 No

261 H Inventory Rating: 25
 262 H Operating Rating: 25
 67 Structural Evaluation: 6
 58 Deck Condition: 6 - Satisfactory Condition
 59 Superstructure Condition: 7 - Good Condition
 * 227 Collision Damage:
 60A Substructure Condition: 6 - Satisfactory Condition
 60B Scour Condition: 5 - Fair Condition

60C Underwater Condition: N - Not Applicable

71 Waterway Adequacy: 8-Equal to present desirable criteria.

61 Channel Protection Cond.: 5-Somewhat better than minimum adequacy to tolerate being left in place as is.
 2

68 Deck Geometry:
 69 UnderClr. Horz/Vert: N
 72 Approach Alignment: 8-No reduction of vehicle operating speed required.
 N - Not Applicable
 62 Culvert: N - Not Applicable
 70 Bridge Posting Required: 5. Equal to or above legal loads
 41 Struct Open, Posted, CL: A. Open, no restriction
 * 103 Temporary Structure: No

232 Posted Loads

232A H-Modified: 00
 232B Type3/Tandem: 00
 232C Timber: 00
 232D HS-Modified: 00
 232E Type 3s2: 00
 232F Piggyback: 00
 253 Notification Date: 02/01/1901
 258 Federal Notify Date: 02/01/1901